

ANUAL REVIEW OF THE PLAN

The third annual review of the 2025 Comprehensive Plan continues the community's tradition of yearly examination and amendment to the blueprint for the future. The Plan states:

"Approximately one year following adoption of the Comprehensive Plan and on an annual basis thereafter, the Planning Director will prepare a report entitled the Annual Review of the Comprehensive Plan. Such report may include new and pertinent information about the community; changes in the Plan's underlying assumptions or any other factors affecting the health or welfare of the community. Such report may include specific proposals to amend the Plan."

This report and its review by the Planning Commission will be closely coordinated with the Commission's deliberations on the City of Lincoln's Capital Improvements Program (CIP) for the upcoming years." (Page F 157)

This is the third year that the review and public hearings on the Annual Review, CIP and Transportation Improvement Program (TIP) will be held jointly.

Seven separate amendment requests are included as part of this year's Annual Review. These amendments have been reviewed by various agencies since February. The amendments and recommendations can be summarized as follows:

One amendment to the trails plan;

- **#05003 – Recommend Approval of Dead Man's Run Trail** by Parks and Recreation Dept. to reflect the relocation the Dead Man's Run trail from N. 33rd to N. 48th to the south side of Huntington/ Leighton, rather than through UNL East Campus since this route was agreed to by the City, UNL and neighborhood association, is in the same general location and meets the trail needs

Two amendments to the road network;

- **#05004 – Approval of S. 82nd Potential Paving** proposed by the County Board to designate S. 82nd Street from Hickman Road to Panama Road as "Potential Paving" due to traffic impact resulting from closure of S. 68th Street for a viaduct construction project
- **#05005 – Denial to Downgrade of Fletcher Ave, from 14th to 27th** by Annette McRoy for the North Hills Neighborhood to change Fletcher Avenue from 4+1 lanes to 2+1 lanes and the functional classification from Minor Arterial to Urban Collector due to impact on overall road network and potential impact of through traffic on the neighborhood

Four amendments for change in Priority Area designation and/or commercial use

- **#05007 – Denial of Priority Change at NW 70th & West Superior** by J. Michael Rierden for Lincoln Federal Savings for a change from Priority B to A due to lack of infrastructure
- **#05008 – Denial of Priority Change in the Southwest Area** by Robert Watson for various property owners for a change from Priority B to A and to designate a site specific “Community” commercial center on northeast corner of S. Coddington and West Old Cheney Road due to lack of infrastructure
- **#05009 – Approval of Priority Change and Light Industrial designation for a new Employment Center at U. S. Highway 77 (N. 56th St.) & I-80 Industrial as amended by staff** of original application by Mark Hunzeker for a change from Agricultural to Industrial and Regional Commercial, inclusion in 2025 Future Service Limit and change from Tier II to Tier I, Priority A on northwest corner of interchange – even though there is not adequate infrastructure in place today, an additional high quality Employment Center site is needed
- **#05011– Denial of Commercial at N. 84th and Havelock** by the Lancaster County Agricultural Society for change from Public and Semi-Public to Commercial on southeast corner due to traffic and floodplain questions, impact on City and lack of coordination with other community facility planning efforts

Amendment #05006 was withdrawn and #05010 south of 40th and Rokeby Road was submitted but is on hold at the applicant’s request.

This year’s Annual Review also marks the three year milestone from adoption of the Plan which requires a more careful review of various “Community Indicators” to determine if some of the goals and the assumptions of the Plan should be changed.

Community Indicators

In the section on the Annual Review, the Comprehensive Plan states:

“In order to monitor the progress in attaining several of the goals and base assumptions for the new Comprehensive Plan, a variety of information will need to be reviewed annually. This information will be obtained from various sources in order to look at a broad range of indicators. The goals and assumptions to be reviewed include items such as: multi-directional growth; 1.5% annual population growth; 2.0% annual commercial employment growth; 2.5% annual industrial employment growth; 90% of County population in Lincoln; increased funding for maintenance and; accelerated infrastructure improvements.

No single indicator, in a single year, provides clear evidence of significant variation from the goals and assumptions. Instead, many indicators should be used to determine any change after at least a three year period.” (Page F 157)

This third year of data collection for the Community Indicators, formerly referred to as “Benchmark

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Indicators.” Overall the Community Indicators report does not present any information to call for major changes in the Plan. Some specific highlights on what has happened in the past three years in regards to some of the key goals and assumptions of the Plan are as follows:

- ✓ **Multi-directional growth;** the community is definitely on target with developments underway or planned in all directions, including a major new development proposed in a new growth area at Highway 77 and West Denton Road
- ✓ **1.5% annual population growth;** nearly on target, the Census Bureau estimate of population growth is approximately 1% annually through July 2004 – while not specifically projecting population, the number of new water and electrical customer accounts is at or above counts in the 1990's when the City experienced a 1.6% growth rate and building permits for new residential units were quite strong in the last three years averaging 2,233 units per year compared to averaging about 2,000 annually over the past 10 years
- ✓ **2.0% annual commercial employment growth;** below target, as between 2001 and 2003 “Business and Commerce” employment grew 1.4% per year, while the number of new establishments during this period grew 3.5% per year
- ✓ **2.5% annual industrial employment growth;** definitely below target since between 2001 and 2003 “Industrial” employment **lost** about 1% per year, while the number of new establishments grew by 2.4% per year
- ✓ **2.0% increase in overall employment growth;** below target, only 0.57% annual growth in all sectors or about 2,500 new jobs were added between 2000 and 2003 year, however as of the last reporting date in September 2004, job growth was over 2% for the first three quarters – however, until figures for the year are completed, it is too soon to make any determinations for 2004
- ✓ **90% of County population in Lincoln;** on target as Lincoln’s estimated population is at 90.3% of the County’s total – it is worth noting that single family building permits in the County have been increasing – from 2000 to 2004 the five year average was 66 permits per year but in 2004 there were 115 permits (not including estimated new construction permits due to the tornado of May 2004)
- ✓ **Increased funding for maintenance and accelerated infrastructure improvements;** mixed results the Capital Improvement Program for the past few years has significantly increased spending and proposed construction of water and sewer improvements, however, proposed road construction in developing areas of Lincoln has declined
- ✓ **Increased efficiency in use of the land in commercial and residential development;** below target, while not covered in the indicators, recent applications in commercial development continue a trend to one story buildings, with an occasional two story, while there has been a significant amount of apartment complexes deleted from subdivisions in favor of more single family and townhomes

While the job growth numbers are below target, the goals established in the Comprehensive Plan were quite optimistic, particularly in regards to industrial job growth. The lack of job growth reinforces the approval of Comprehensive Plan Amendment #05009 for a new Employment Center at N. 56th and Interstate 80. An additional light industrial and employment area was approved in February 2005 at approximately N. W. 48th and Interstate 80 as part of the Airport West Subarea Plan.

Other highlights include significant gains made in standards to protect new development from flooding and continued compliance with clean air standards. However, recycling per capita remained flat and actually lower than in the late 1990s. Sales tax and lodging tax revenue also increased during the period. There are still a few areas where there was limited information currently available to monitor progress. In future years, it is hoped that these Community Indicators can be supplemented with additional information.

Summary

Taken as a whole, the indicators show that the assumptions and goals of the Comprehensive Plan remain valid at this point. The assumptions and goals of the Plan were for a 20 year period and it was known that there would be peaks and valleys in various indicators during the time frame. The community has already identified the need to take measures to increase employment opportunities and address road construction needs.

Status of Projects Underway

Several studies and projects were noted as being a "work-in-progress" in last year's annual review. The following is a brief update on the stats of these projects.

Airport West Subarea Plan

The subarea plan was adopted by the City Council on January 31st, 2005 and the County Board on February 1st, 2005.

Downtown Master Plan

In conjunction with the Downtown Lincoln Association (DLA), the City-County Planning Department and the Urban Development Department embarked upon the formulation of a Downtown Master Plan Study in mid-2004. The purpose of the study is to identify major land uses and long term development policies for Downtown Lincoln. The study process to-date has included three major community workshops (involving several hundred citizens at each session) and the participation of a 22 member public committee called the Downtown Action Team. The study has resulted in a conceptual land use framework for the Downtown area based on a set of 20-year market forecasts for retail, office, and residential activities. The still-evolving plan reflects a broad mix of policy and project opportunities. A detailed multi-year implementation and financing package is being formulated to reflect a phased programming of private and public projects. A draft planning document is anticipated to be submitted for formal public review some time during the summer of 2005.

Multi-Modal Transportation Plan

The Multi-Modal Transportation study was completed in September 2004. The final plan document looked at ways to expand alternative transportation mode opportunities that serve Lincoln's long range travel needs. A citizen task force helped review the document and provided community input and review. Efforts are underway to develop many of the concepts brought forward in the final document, such as the low income fare program underway through StarTran and the hiring of a special transportation services coordinator.

Stevens Creek Watershed Master Plan

The Stevens Creek Watershed Master Plan was adopted by the City Council and County Board on March 28th and 29th, 2005 respectively.

Infrastructure Financing

The Mayor's Infrastructure Finance Committee (MIFC) completed their work in May 2003. The Committee recommended a 12-year program encompassing a broad range of policies for financing the capital improvements and maintenance needs of water, wastewater, streets and highways, stormwater, and parks. MIFC's recommendations also included a series of strategies for cutting capital facilities costs and for improving the efficiency of capital improvements program design, planning, and implementation. In January 2004, Mayor Send appointed a following-up group called the "Streets, Roads, and Trails (SRT) Committee." The purpose of the 20-member SRT Committee was to further detail financing opportunities for the urban area's streets and trails system. The SRT Committee completed their final report in the summer of 2004.

Recommendations from the two Committees has resulted in increased revenues from the City's Wheel Tax, the first-time use of debt financing for street construction (through the issuance of Highway Allocation Bonds), pursuit of a long term cost savings program between the City of Lincoln and Lancaster for roadways along the urban fringe, and rate increases for the City's water and wastewater utilities. The City's Administration also continues to actively pursuing ways to enhance the capital funding coming to Lincoln from the State of Nebraska and the Federal government for streets improvements. A proposed \$75 million General Obligation (GO) bond issue for road and trail improvements was, however, turned down by Lincoln voters in September 2004.

Status of Previous Master Plans
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REVIEW OF OLDER SUBAREA PLANS

The Plan Realization section of the Comprehensive Plan includes a list of subarea plans which are intended to "offer greater details about the intended future of an area of the community — including land uses, infrastructure requirements, and development policies and standards." (Page F 156) Some of the plans were developed several years ago. The Plan states:

"As part of the Annual Plan Status Report process, the Planning Director should complete a yearly review of all subarea plans that become five years of age and older. This review would be for the purpose of determining the continued viability and relevance of those subareas plans to the Comprehensive Plan and the long range planning process." (Page F 156)

The following five subarea plans, that are five years old this year, were reviewed, in consultation with other agencies and departments, and were determined to be still useful in terms of providing direction for future actions:

- **Wilderness Park Subarea Plan**, February, 2000
- **Stone Bridge Creek Development Area** at 14th to 27th, north of I-80, March 27, 2000
- **Greater Arnold Heights Area Neighborhood Plan**, September, 2000
- **Consolidated Plan** for HUD Entitlement Programs: FY 2000 Urban Development
- **Beal Slough Stormwater Master Plan**, Olsson Associates & Wright Water Engineers; May 2000

The **Wilderness Park Subarea Plan** is still current and useful in reviewing projects. The Parks and Recreation Department references it constantly with many projects done in the park. It provides guidance for the Wilderness Park Committee that meets quarterly to review management plans and other issues. It continues to be used to identify parcels for acquisition as buffers, including the recently completed Nebraska Environmental Trust Grant used the plan to identify parcels needing acquisition. Finally, the City continues to implement many of its recommendations such as building new bridges, assistance in what areas are managed and when it is done in sensitive areas as a result of the Ecosystem Report that was done.

The **Stone Bridge Creek** development plan is still valid. It was amended in July 2003 by the City Council and County Board with the approval of Comprehensive Plan Amendment #03010. The Planning Commission will review Comprehensive Plan Amendment #05013 on April 27th, 2005 which proposes another minor amendment.

As noted previously, the Airport West Subarea Plan was adopted in January/ February 2005. This subarea plan looked at the land use and transportation issues in a large area surrounding Arnold Heights. The **Greater Arnold Heights Area Neighborhood Plan** looks at a smaller subset of this area and goes into greater detail on implementation needs. This neighborhood plan is still valid and should be retained.

The new **Consolidated Plan** for Fiscal Year 2005- Fiscal Year 2009 is underway. The Community Development Task Force reviewed it at their regular meeting on April 7th and approved the draft. It is tentatively scheduled for Planning Commission consideration on May 25th. Once approved by the City Council, it would be submitted to HUD for review. in mid-July.

The **Beal Slough Stormwater Master Plan** is still an active subarea plan that is being used as part of the Public Works and Utilities Capital Improvement Program, for city floodplain management, and as an active guidance document for this watershed. Currently efforts are underway to update the FEMA floodplain maps based upon the flood study completed for this watershed. There are currently no plans to update the Master Plan.